(b) and (c) Yes, Sir. The aerodrome is being constructed to handle Boeing-737 type of aircraft.

Acquisition of General Sales Agency for the Gulf Airways by Air India

2376. SHRI T. CHANDRASEKHAR REDDY:

SHRI NAND KISHORE BHATT:

Will the Minister of TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to the news item which appeared in the 'Hindustan Times' of the 8th October, 1985 under the caption 'Air India blundering into the red';

(b) whether Air India had been acquiring the General Sales Agency for the Gulf Airways till 1981, and after its surrender the Agency was acquired by the M/s. Jet Air Transportation;

(c) whether it is also a fact that surrendering of the Agency took place when Mr. Malcolm Bretto was Commercial Director in Air India who after retirement got employment in the above firm;

(d) whether Government propose to order an enquiry into the matter; and

(e) whether Government also propose to make it a condition of service of the employees of Air India not to accept any reemployment in any airline or its General Sales Agency for a specified period after retirement?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) Air India was the General Sales Agent for Gulf Airways till 31st December, 1980. Subsequently, Gulf Air appointed M/s. Jet Air Transportation as their General Sales Agent in India.

(c) Air India did not surrender the Agency. Gulf Air had terminated the arrangement with Air India as per provisions of the agreement. Mr. Malcolm Baretto was the Commercial Director of Air India at that time when GSA agreement was terminated by Gulf Air. Mr. Baretto retired from the services of Air India in March 1982 and subsequently got employment with M/s. Jet Air Transportation.

(d) No, Sir.

(e) At present, Air India Strvice Regulations do not bar employees who retire from the services of the Corporation from accepting employment in other airlines/airline agencies after a specified period of retirement. The position in this regard is being reviewed.

इंडिया पापुलेशन प्रोजेक्ट स्कीम हेतु विश्व बैंक की सहायता

2377. **श्री रामचन्द्र विकल :** क्या **स्वास्थ्य और परिवार कल्याण** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर प्रदेश सरकार ने इंडिया पोपुलेशन प्रोजेक्ट स्कीम के अंतर्गत विश्व बैंक से 148 करोड़ रुपए की राशि मांगी है ;

(ख) यदि हां, तो उत्तर प्रदेश के किस क्षेत्र हेतु यह मांग की गई ;

(ग) क्या यह भी सच है कि विश्व बैंक ने इस सम्बन्ध में एक कार्यकारी दल नियुक्त किया था ; और

(घ) यदि हां, तो कार्यकारी दल ने क्या-क्या सिफारिशें की हैं तथा प्रथम और द्वितीय चरण में पूरे किये गये कार्य हेतु कितनी धनराशि स्वीकृत की गई थी ?

परिवार कल्याण विभाग में उपमंत्री (श्री कृष्णकुमार) : (क) जी, नहीं ।

(ख) यह प्रश्न नहीं उठ

(ग) जी, नहीं ।

(घ) ऐसी कोई सिफारिश करने का प्रश्न नहीं उठता ।

प्रथम भारत जनसंख्या परियोजना के अन्तर्गत हुआ खर्च 14.39 करोड़ रुपए था जब कि द्वितीय भारत जनसंख्या परियोजना, जिसे 31-3-1986 तक पूरा करने का प्रस्ताव है, का अनुमानित खर्च 58.24 करोड़ रुपए है । द्वितीय भारत जनसंख्या परियोजना के अन्तर्गत 31-7-1985 तक हुआ खर्च 45.86 करोड़ रुपए था ।

Recommendations of the Appuswamy Committee

2378. SHRI K. VASUDEVA PANICKER: Will the Minister of TRANSPORT be pleased to state:

(a) what are the details of the recommendations of the Appuswamy Committee; and

(b) what are the details of the recommendations accepted and implemented so far?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) A summary of recommendations made by Appuswamy Committee is enclosed. (See below).

(b) All except the recommendation at S. No. 28, 31, 35, 36; 37 and 38 have been implemented.

Summary of recommendations

For Action by Indian Airlines:

1. The top management at IA Hqrs. to take steps for proper coordination at Hqrs. between Operations, engineering, Training and Stores & Purchase Departments, under the DY.MD(T) who is placed in overall charge of all technical activities.

2. At regional levels, the Regional Directors should coordinate directly with the regional departmental heads all activities pertaining to the respective bases and hold periodical meetings to discuss inter-departmental problems.

3. The vacancies of technical staff in all categories should be filled at the earliest and brought to the sanctioned force level as a first step. Simultaneously, the existing standard force should be reviewed for additional technical staff which may be required for the projected increase of IA fleet.

4. For filling the vacant post of Engineers, IA should give preference to Graduate Engineers in view of increased complexities of modern transport aircraft.

5. IA Management to delegate to Engineering Department the functions of recruitment and selection of technical staff to expedite the process of recruitment.

6. The scheduling pattern of Airbus aircraft should be altered to provide more ground time at parent bases for snag rectification. Where possible, more number of aircraft should night stop at the parent base for maintenance work.

7. Calcutta and Madras bases be developed as additional bases for Airbus and B-737 respectively, so that servicing and rectification can be undertaken to take advantage of he ground time available. With further augmentation of the fleet, these two bases be developed further with technical facilities, hanger space etc. to be able to undertake check 'C' maintenance work of higher inspection schedules.

8. As only one Caravelle aircraft is in operation at present requiring disproportionate maintenance effort, its operaion should be discontinued to release manpower for Airbus maintenance work.